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Examiner
U.S. Patent and Trademark Office
Application No. 10/083,085
Art Unit: 3681 ✓

In response to the Office Action Summary, sent to us on April 14, 2003, we are sending the amendments to the drawings as well as to the Claims Of the Application No. 10/083,085 via facsimile transmission on this date, July the 5th, 2003. Additional explanatory notes are included in order to help is everything for the best understanding of this work.

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REFERENCE NUMBERS OF THE DRAWINGS.-

Fig. # 1

- 1.- Input shaft
- 2.- Solar gear
- 3.- Hydraulic torque converter
- Where: T = Turbine
P = Pump
R = Reactor
- 4.- Satellites
- 5.- Ring gear
- 6.- Drum (which is part of the satellites frame, assembly, armature)
- 7.- Brake band
- 8.- Brake band
- 9.- Drum (which is part of the body of a free wheel)
- 10.- Planetary (epicicoidal) gear system's out put shaft
- 11.- Free Wheel
- 12.- Bevel gear (input gear, pertaining to the shifting mechanism)
- 13.- Bevel gear (output gear, pertaining to the shifting mechanism)
- 14.- Bevel case, body, frame, assembly, armature, etc.
- 15.- Sliding coupling (for shifting, D, drive, N, neutral, R, reverse, positions)
- 16.- Output shaft

Fig. # 2

- 10.- Planetary (epicicoidal) gear systems output shaft
- 16.- Output shaft
- 17.- Sliding coupling (for shift D, drive and N, neutral positions)

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EXPLANATORY NOTES (drawings)

In response to the Office Action Summary sent on April 2003, one added drawing is included in order to show every feature of the invention specified in the claims. At the same time we are adding a list of reference numbers of the drawings since it seems to be that some specific parts or elements were not understood, for example: the carrier 8? FIG 1 is not a carrier but a brake, mentioned in the description and it is applied to stop the hydraulic converter's turbine T, only for shifting purposes.

Turbine T is connected in a permanent way to the satellites frame 6, and said satellites frame is a part of the planetary gear system output shaft, which is also connected with the shifting mechanism mentioned in the description.

In spite of the idling speed of the engine (speed below 900-1200 rpm) the oil toric flow inside the hydraulic converter, is not enough to move the automobile by itself (sliding is found between the pump P and turbine T) but a strong axial pressure makes no possible shifting operation, then a brake 8 as shown in FIG 1 has to be placed in order to neutralize said pressure.

In response to the objection to the reference line for part 9, it was amended, and then said reference line is directed to the drum (a brake drum) and NOT a bevel gear. An adequate correction was made in the drawing.

(Specification)

In reference to a brake drum 6, for partially stopping the hydraulic torque converter's turbine T, it can be found on page 6, line 17, because according to the given explanation it is indistinctly utilized.